# SHAMROCK'S SPLENDID LEEWARD WORK. What Shall

windward and met Columbia coming the other way.

Barr at once luffed up under his rival's quarter and got his position to windward, smack on top of the Irish boat. As he did so the warning gun

Five minutes more to the start. Both more sails spread, swept by, and before Barr could stop his boat Shamrock was clear and filled away on the port tack, away from the tantalizing, smothering Barr.

## Tit for Tat.

Barr came around, and as soon as Columbia's sails filled again gave chase to Sycamore. Sycamore put his boat about. Barr did likewise, and again was on top of his rival, to windward. Sycamore came about again. Barr did likewise and still held the position he wanted.

headed for the start. In his efforts to keep Sycamore under his lee Barr had drawn the challenger so far from the line that when the gun for the start was fired they were too far from it. When the "two-gun start" or handicap gun was fired the racers were still

100 yards or more behind the line. Shamrock's crew worked like Trojans and broke out their balloon jib first. Columbia's silken cloud was not bellied out to the breeze until twenty seconds later. But the old Cup champion still held her lead of about 200 feet. Spinmaker poles had been dropped to starboard and the big ballooners hoisted in

The men in both crews were running about the deck, and in their white suits shining in the sun looked like clusters of quicksilver drops on a tipping plate. Shamrock men were a bit the quicker and got their spinnaker out and erence was slight, but it enabled the nger to cut down Columbia's lead. Then they swept across the line thirty and forty-five seconds after the handlean gun was fired. They made a magnifiwas bellied out in the breeze, and the

rigging was singing a shrill song.
Columbia's lazziling white hull and mails and Shamrock's golden bronze body

waved their hats as the two fastest racers in the world swept by for what Columbia when she crossed the line

still held an advantage of an open boat's turned it would be a beat home on even ingth. This advantage won by Skipper Barr's clever work is not deducted from

The windward position was the cov-

eted one, as it gave the stern boat an opportunity of blanketing the other. There was some pretty jockeying for this berth, and ten minutes later, when the warning gun sounded, both were still holding away from the line as if it were a reef or a sandbar. Two minutes before the starting gun was fired the boats continued to hold

away, and it seemed impossible that they could cross the line before the firing of the handicap gun. Both skippers held stubbornly to their determina-tion not to cross first, but at last Capt. Barr sent the Columbia forward, Shamrock coming right behind him and breaking out her spinnaker to starboard.

# An instant later the Columbia's great

spinnaker boomed out to starboard and as they crossed each broke out balloon jib topsails.

It was now evident that the handicap

gun had fired before Columbia, a few seconds in the lead, went over the line. She was probably fifty yards ahead of the Shamrock at this time and both yachts were on the starboard tack. The Columbia crossed the line fifteen time, the handicap gun having been fired, was 11.02 for both boats.

# Little Lumng Match.

British boat seemed to cut the Columbia's wind to some extent, and there ensued a little luffing match, Capt. Barr trying to get his wind clear.

their huge spinnakers bellying out in the fresh breeze, their mainsails drawing the front.

Columbia, and after a few minutes of ing that at the turning the foreigner salling she had pulled up considerably was forty-nine seconds ahead, which at this point, however, Columbia seemed left the Columbia only six seconds to

MORAL - ATLITTLE KNOWLEDGE IS A DANGEROUS THING; HOOROO!" NOW THEY'RE AH! SEE THE JIB BOW BOWSPRIT BALLOON JIB TAKING THREE REEFS'IN THE DOLPHIN STRIKER !" POINT -- THE SHAM'S BACKSTAYS "BIFF! - BANG -177-177 TOPS'IL FILL -- AH-AH WEEDELACING !!!-HAUL IN THE SHEETS YOU LUBBERS, DROP YOUR MIZZEN AND CAGE THE MARTINGALE !" 

MR. YACHTING EXPERT SEES THE RACE.

After thirty-five minutes of sailing. both yachts going at a terrific pace they seemed to have salled about half of the first leg and try as the Ameri-

Every stitch of canvas on both boats the mainsails, seemed to draw perfectly. They were sailing wing-a-wing, the huge spinnakers out to starboard and mainsails to port, the enormous cloud of canvas hiding the hull. But the and yellow clouds of canvas were Shamrock was not to be overtaken. thrown out on the hazy blue background She had more square feet of sail and

in the beautiful run before the wind. When two-thirds of the first leg had

came the great spinnaker preparatory to the turn.

An instant later the Columbia's men had also got in her great sail, and before it had been hauled to the deck Shamrock was luffing around the stake boat. Right in her wake came the American, and right behind her she turned. Unofficial timing put the Shamrock around the mark 49 seconds ahead.

## CLOSE RACE TO THE FINISH.

SANDY HOOK, Oct. 4.-After turning the outer mark the Shamrock held off toward the Jersey shore on the starboard tack while Columbia went off shore on the port tack. But Barr only held this for an instant before he swung the Columbia around on starboard tack and the racers began the beat to windward which was to decide the contest. The foreigner had evidently made up

the wind, and it remained to be seen if she could hold it in the heart-breaking beat home.

# Columbia at Last Shows

At 1.06 Sycamore put the Shamrock on the port tack and crossed the Columbla's bow. She held this tack for about two minutes, then again swung about on board tack, immediately followed by the the starboard tack and both boats were Shamrock. On this tack the drop of the Branch.

nio and tuck and then Sycamore again laid the Shamrock on the port tack. followed closely by his rival It was

American boat was slowly forging to

By this time the official turning time The foreigner began to inch up on the had been worked out and posted, show

breeze, which, though somewhat lighter, atill held plenty of strength to send and in a few moments she had placed a cool stretch of water between her flying stern and the Columbia's nose.

It was just 1.12 o'clock, when beyond question of doubt, it was seen that the American had turned her old trick in windward work and was ahead.

With masterly seamanship Barr had breeze, which, though somewhat lighter, to the dowed her immediately. The boats were now headed straight for the finish. Shamrock having the weether and what looked like a safe lead.

The boats were now headed straight for the line. The Columbia for the boats were now headed estraight for the finish. Shamrock having the weether and what looked like a safe lead.

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The boats were now headed straight for the finish. Shamrock

stolen the windward berth into which the nose of the Columbia was gradually eating. The wily Yankee skipper had turned what looked like defeat into what then seemed a victory. It was not all seamanship, however,

for he had been aided by an unfortunable to lessen his flying rival's good ate little puff of wind catching the Shamrock and laying her over, but his keen eye saw it and he took instant The splendid wind sent the great advantage of the Shamrock's misfor-

square inch of their canvas, from their for almost an hour, and the race at ballooners down to the very bottom of this time was slow when compared to

fleecy clouds which sent patches of to make up the forty-three seconds gleam of sunshine, their sails stood out glistening white. The excursion fleet when the outer mark had once been kept well astern and the sea was very

the Columbia on the starboard tack and

The wind was getting still lighter, but the finish mark was then not more than

At 2.40 Columbia went on a short port tack, and shortly afterward again went on the starboard tack, holding the ame course as the Shamrock. It looked as if the Shamrock had

forced her about, but this could not be determined definitely. It was now a very close race. At 2.45 the Shamrock went around on the port tack and Anybody's Race.

Columbia soon followed. It was developing into a very exciting contest in spite of the light wind. As the yachts stood in toward the shore Shamrock seemed to be able to hold her slight lead, her big sail spread seeming to give her a slight advantage. At that time, however, it did not seem as if the Ulster boat was sufficiently ahead to place her out of the handleap of her time allowance. Indeed, it was

# anybody's race.

The Wind Falls. At 2.45 the Columbia went on the stardead inshore toward Long wind was plainly perceptible, and what had started as a magnificent race bid fair to finish a slow one and exciting speed." only by reason of the narrowness of the

After they had crossed the line the British boat seemed to cut the Columbia's wind to some extent, and there ensued a little luffing match, Capt. Barr trying to get his wind clear.

When they had been on the port tack again; and almost instantiy nonent.

When they had been on the port tack again; and almost instantiy to British skipper followed his lead. The race had reached a point where long enough to draw comparison, it was long to the first kind was required. American boat was slowly forther. Nearing the Finish.

At 3.05 the yachts were still holding match. the long port tack, and the finish mark was not more than three miles away. A large part of the excursion fleet had scurried ahead and taken up their position around the finish line.

At this point, however, Columbia seemed to catch her wind and maintained, if she did not increase, her lead for the next two minutes.

Shamreck's Fine Burst.

Then again the Shamrock, her greater sail area beginning to tell, drew up and it was a magnificent neck and neck race ustil at 11.17 the bronze boat drew ahead and in a few moments she had placed a good stretch of water between her fly-

but within her forty-three seconds of leeway behind the other boat.

Both racers seemed to know that the sold are and had a leaf and they slipped through the water faster than it seemed possible for the light breeze to drive them.

At 3.30 they both went on the starboard tack. Shamrock taking the lead in this manoeuvre.

The Victor.

At that time the Columbia was just underneath the Shamrock's lee bow. It was hear threaking. The seconds dragged like minutes. As they drew near the line it was seen that what had seemed to be a safe lead for Shamrock had become a doubtful proposition.

A second later and it developed almost to a certainty that even if Shamrock had become a doubtful proposition. They shamrock would care the course and shall also exceed the first the course and shall her time allowance and had the race. Almost as one boat they went across the line, Shamrock first, but Columbia controlled to the race. Almost as one boat they went across the line, Shamrock first, but Columbia of the safern was able to set a straighter course, so that Sycamore's misfortune was highly across the line, Shamrock first, but Columbia of the race. Almost as one boat they went across the line, Shamrock first, but Columbia of the public of the safern was able to set a straighter course, so that Sycamore's misfortune was highly across the line, Shamrock first, but Columbia of the went across the line, Shamrock first, but Columbia control be defeated in doubtful freeze.

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## RACE SEEN FROM THE HIGHLANDS.

ton boat's sails were blanketing them. Shamrock kept coming up until they were beam to beam. Shamrock's balloon ith topsail did not appear to draw well and she again dropped astern.

By 11.15 o'clock Columbia had widened

the gap and led by two lengths. Main booms were eased off to port and both spinnakers sheeted well forward. At 11.20 o'clock Shamrock swept right

This disadvantage was now telling against Columbia, whose every sail appeared to draw with horse power Yankee Bont's Match.

Shamrock's canvas was taking every standing up, too, like a lighthouse, snowing only a small quartering wave. There did not appear from shore to be any trouble with Columbia's sails. The Shamrock at last had apparently found the wind and sea she wanted, and the Yankee yacht had met her At 11.35 it looked as if Shamrock was

making a runaway race. She had in-creased her lead at 11.35 to a good eight lengths. Timed across a marine glass in the Navesink observatory Shamrock was

leading at 11.40 o'clock by one minuto and six seconds.
At 11.45 o'clock Columbia had crawled up on the challenger, which held a lead of fifty seconds, as timed by the glass

# A Benutiful Picture.

Almost as one boat they went across the line. Shamrock first, but Columbia so few seconds behind her that it made no difference.

Thus Columbia won in three straight races.

She was the victor of 1901, and the old America's Cup was safe.

Thus Columbia the victor of 1901, and the old appeared to be setting the better course for the stake boat.

The yachts had one mile to go for the wind was fluffy and it was fulfy and it was fluffy and it.

Barr executed the same manoeuvre that kave him the lead on Saturday last and in yesterday's race. While apparently hopelessly astern on each occasion in remarkably short time he has succeeded in capturing the weather berth and winning the race.

Sycamore pinched Shamrock hard to bring her closer to the wind, but she could not hold her there. She was trying to point for the Lightship, but kept falling off to the eastward. Columbia held more to the northward, which was the true direction.

# Half the Beat.

At 11.20 o'clock Shamrock swept right up on Columbia and sailed by her with a wonderful burst of speed.

Shamrock in the Lead.

The Lipton boat was to the eastward of Columbia when she stole up on her and passed by. Columbia had the better of the weather position, being in more toward the westward, but it counted for little on a run.

At 11.23 Shamrock led by a length and a half and was slowly crawling away. Shamrock kept up her great burst of surprising speed, and by 11.29 had a lead of five lengths.

The wind had, by 11.30, died down to a nine knot breeze. Sycamore was able to pile on all of his great spread of canvas and probably carried 800 feet more than the American.

This disadvantage was now telling the first teach of the separating them from beam to beam.

Sycamore Didn't Want Company. 

Sycamore Didn't Want Company Columbia was not finding the wind to suit, and, at 2.21 after a short inshore board, joined Shamrock on the port tack. Sycamore was not looking for company, so split tacks, throwing his boom to port, and bearing away on the starboard tack.

# Very Close Race.

Shamrock shifted again at 2.23, sailing on the port tack. Columbia made another short hitch, swinging to starboard, headed in for shore, with Shamrock heading off. The game of seamanship now being played puzzled all who wit-

now being played puzzled all who witnessed it.

Both yachts were making a splendid race. Old shell-backs on shore figured Shamrock had the better of it.

Columbia went about on starboard tack at 2.15. Shamrock would not split tacks and soon joined the defender. It was apparent by this move that Shamrock was in the better position and was fighting to hold it.

At 2.30 the wind ashore had dropped to a dead calm. Flags clung absolutely lifeless on the halyards off to sea. The yachts, however, seemed to be getting a little breeze. and children. Shamrock's One-Half Length Lead.

As Columbia sailed over the line a winner two-score or more bands struck up "Hail Columbia." After her victory was suitably recognized every one turned attention to Shamrock.
"Oh, Come Back to Erin" was played by the bands, thousands joining in the chorus.

## WEATHER FORECAST.

Forecrat for the thirtysis hours ending at 8 P. M. Saturday, for New York City and vicinity: Fair and continued cool to-night and Saturday frost tonight: light to fresh northwest to west winds.

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of freely. I drank it between meals instead of water and found it most beneficial. "Our five-year-old boy has been very delicate since birth and has de-veloped slowly. He was white and bloodless. I began to give him Pos-tum freely and you would be sur-prised at the change. When any per-son remarks about the great improvement, we never fail to tell them that we attribute his gain in strength and general health to the free use of Postum Food Coffee, and this has led many friends to use it for themselves

"I have always cautioned friends to At 2.49 the Shamrock worked up to weather and was now leading by a half length. Standing in toward the Jersey shore on the starboard tack, Sycamore again brought Shamrock up to the weather.

The two boats were standing close together, with Shamrock to the northward and windward. Sycamore had a hard job holding his position and Columbia forced her about again at 2.46, Columbia splitting the tacks.

whom I have spoken about Postum to follow directions in making it, for unless it is boiled fifteen or twenty minutes it is quite tasteless. On the other hand, when properly made, it is very delicious. I want to thank you for the benefits we have derived from the use of your Postum Coffee." Mrs. W. W. Earnest, 727 9th Ave., Helena, Mont. whom I have spoken about Postum to follow directions in making it, for

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